

U. S. WEATHER BUREAU, FEBRUARY 26—
Last 24 hours' rainfall, .00; Temperature, max.
75; min. 64; Weather, partly cloudy and dry.

SUGAR—96° Test Centrifugals, 5.0625; Per
Ton, \$101.25. 88 Analysis Beets, 15s 4 1-2d; Per
Ton, \$106.80.

Established July 2, 1856.

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HONOLULU, HAWAII TERRITORY, MONDAY, FEBRUARY 27, 1905.

PRICE FIVE CENTS.

BANGS RIGHT INTO JAPANESE FLEET'S GRASP

Chief Engineer of British Steamer Wyefield Tells Story of Capture.

"Japanese torpedo boats and cruisers seemed to spring up all around us, a shot was fired across our bows, and then we knew we were captured."

J. W. Welton, Chief Engineer of the British steamship Wyefield, which left San Francisco for Vladivostok on December 28 with a contraband cargo of hay, barley and corn, is a through passenger on the S. S. Mongolia en route to San Francisco again. He expressed the moment of the capture of his vessel as above.

"We went north after leaving San Francisco and stopped to get coal at a Canadian port. While there we heard that Port Arthur had fallen, but we didn't take any stock in it. If we had we probably might have known that the Japanese fleet had scooped up toward Vladivostok and was lying in wait for just such rich prizes as we were known to be.

"We attempted to go around to Vladivostok between Saghalien Island and Yezo. Then we struck into ice, blizzards, sleet and extreme cold, and the steamer became a mass of ice, but we plowed on through the ice which was about two feet thick. For two hundred miles we cut a canal through it, until blizzards set in, the like of which I have rarely encountered. Then the ice became thicker and when we struck it five feet in depth we could go no further.

"It took us about six hours to maneuver around again, and then we came down the Yezo coast and attempted to go through the Hakodate channel. We waited until night, and then ran slap-bang into a Japanese war fleet. The protected cruiser Sumi was the one which fired across our bows. Then a torpedo boat came alongside and ordered us to follow the Sumi. We went to Hakodate and seven hours later left for Ukaska, which is on the eastern coast and near to Yokohama. At Hakodate a guard of fifteen Japanese soldiers and some officers came aboard and we were held prisoners at Ukaska, not being permitted to communicate with anyone. We remained at Ukaska seven days during which time a prize court was in session. We were all permitted, with the exception of the captain, to leave for Yokohama and return home.

"In Ukaska harbor there were thirty-nine captured steamers of all sizes and nationalities which had attempted to run the Port Arthur and Vladivostok blockade. Near us were the Austrian steamers Siam and Burmah and the American steamer M. S. Dollar. The Sumi lay near us and I took a fine picture of her there.

"The Japanese war vessels seem to be in fine trim and they are handled in a way that shows that the Japs know their business."

Among other passengers on the Mongolia were Messrs. Webb, Williams and Reed, also officers of the Wyefield.

RUSSIAN ARMY AND NAVY OFFICERS ARE SQUABBLING

PARIS, Feb. 15.—French special correspondents sent to meet the French steamer Australien having on board General Stoessel and others of the survivors of Port Arthur forwarded detailed accounts of discord among the Russian officers. The army officers are particularly hostile to the fleet, habitually calling it the "frightened fleet." Admiral Lockinsky, who was commander of the torpedo defenses at Port Arthur, is longingly quoted as making bitter criticism of General Stoessel, Admiral Alexieff and others. The Matin quotes Lockinsky as characterizing Vice Admiral Stark and Rear Admiral Witthoft as "bedchamber admirals not acquainted with their duties and seasick whenever aloft."

The Admiral added that Vice Admiral Skrydloff prudently established himself ashore at Vladivostok notwithstanding his opportunity to break the ineffective blockade of Port Arthur. Lockinsky declared he would denounce Stoessel Skrydloff and Alexieff before the court martial as he did not intend to let himself be made a scapegoat like Rear Admiral Ouktomsky, "who now trembles with fear in a Chinese hospital." Lockinsky cited many instances of the unpreparedness of the land and naval defenses, frequent conflicts of authority and demoralization during critical engagements.

Substantially the same account is given by four French newspapers, which describe General Stoessel and Admiral Lockinsky as refusing to speak to or salute each other. The papers say the discord among the officers foreshadows grave scenes before the court martial.

The Petit Parisien quoted General Stoessel as sarcastically saying: "Rojestvensky had better not establish a too secure base along the route or like the naval officers at Port Arthur it will be impossible to let them venture seaward."

The correspondent of the Petit Parisien adds: "General Stoessel cannot pardon the navy's failure to succor him, while the navy fully returns his hatred."

The French special correspondents conclude that the fortress fell largely because of the regrettable quarrels among the officers.

ONE FIRE CONTROLLED WHILE OTHERS SPREAD

Bishop Estate Overseer Asks Authority to Increase Fire-Fighting Force—Cutter Bear Arrives at Kailua.

W. R. Castle yesterday received the following wireless message from George W. McDougall, manager of South Kona Agricultural Company:

"Hookena, Feb. 26.—Have been awaiting authorization to take action. Wind has changed and fire seems to have abated somewhat. Revenue cutter just coming in at Kailua."

According to the following message of the Bishop Estate, two distinct forest fires are still raging:

"Kona, Feb. 25, 3:30 p. m.

"Dodge, Honolulu:—Kahauloa fire under control.

"Honolulu fire in forest. Your approval put on larger force. Kaapuna forest burning fast. Answer immediately.

"WHITE."

MAN WHO SAW THE ERUPTION OF SOUFFRIERE

L. B. Reeves, a Rapid Transit conductor, saw the Souffriere volcanic eruption. Saturday he had his night off and was indulging himself as a car passenger for a change, when an Advertiser reporter pressed him for an account of his presence at the awful happening mentioned.

"I was on board the U. S. Navy collier Stirling at the time," Mr. Reeves said. "She was lying at San Juan, Porto Rico, May 8, 1902.

"A relief expedition was organized when word of the first outbreak came, and the U. S. tug Potomac started right off, and the Stirling followed with stores for supplying the needs of the sufferers.

"We arrived off the island of Martinique on May 11, in the morning. Everything was covered with a gray ash. It looked like the forest back of Hilo, all blasted. All along the shore steam was rising from streams of lava flowing into the water.

"Being unable to land there, we went around to Port de France. The natives there refused to discharge our cargo. They did not need the supplies, as the French authorities had already relieved their necessities.

"On the morning of the 18th we saw a big eruption, when the top of the mountain blew off. I was asleep at the time the eruption started. My partner called me at 5 o'clock and as soon as I got up I turned to the mountain, when I saw a cloud of fine dust rising. "About 6:30 the first of the lava ashes began to fall on us, in flakes about the size of your thumb-nail. The shower lasted until 10 o'clock.

"Everything was in an uproar, the natives putting to sea in boats. Men-

THE VOLCANO VERY ACTIVE ON SATURDAY

By the steamer Maui yesterday morning, President Wight of Wilder's Steamship Co., received the following message from the company's agent at Hilo. It shows that the eruption was continuing with great violence on Saturday:

Hilo, Feb. 25, 1905.

Mr. C. L. Wight: Went to crater last night, and came back to Hilo this morning.

"Apparently the cone is very active on the east side of the pit. The mass of this cone is incandescent all the time. It spouts frequently and overflows molten lava, which covers a surface which is apparently an acre in extent. The fire is about 700 feet deep, and, according to the account of the guide, has been more active each evening.

"The first activity was slight, lava beginning to flow on Washington's birthday. Several parties have already gone up, including officers from the Patterson. On receiving their report, will send another message.

WM. McKAY.

of-war of different nations were there—United States, British, Dutch, etc.

"A fellow came to our ship and offered us 5,000 francs to take himself and his family away. He was not going to wait for anybody else.

"That eruption covered the whole island. Port de France did not have much of it before that day, but that day it got six or seven inches of ashes over everything. There were several smaller eruptions after that, but we never saw any fire—only plenty of smoke and ashes."

THE MARUS STEAMED TO RED SEA MOUTH

The Japan Advertiser says:

The following report from Shanghai is published in a vernacular paper: The Japanese converted cruisers Nippon Maru and Hongkong Maru passed Singapore for Colombo and approached the mouth of the Red Sea. They then navigated in the South Sea. Their subsequent movements are not clear. During their navigation they once approached torpedo-destroyers belonging to the Russian Second Squadron.

Chief Engineer Welton of the British Steamship Wyefield, captured by the Japanese, who passed through Honolulu yesterday on the Mongolia, said yesterday that he saw the Nippon Maru in the Yezo straits, and that she was one of the vessels on the outlook for the Wyefield. He also saw the America Maru laid up in the dock at Ukaska.

NOTABLE BRITON DEAD.

(ASSOCIATED PRESS CABLEGRAM.)

LONDON, Feb. 27.—The Earl of Morley is dead.

Albert Edmund Parker, third earl of Morley was born in London, June 11, 1843. He has been chairman of committees and Deputy Speaker of the House of Lords since 1889 and had been very prominent in British politics. He is a Liberal-Unionist. Under Queen Victoria he was Lord-in-waiting 1868-74. Under Secretary of State for War, 1880-85 and First Commissioner of Works in 1886 besides holding other offices. He resided at Saltram, Plympton, Devon, where he owned some 8000 acres. In his castle is a famous art collection containing many pictures by Sir Joshua Reynolds. He will be succeeded by his son Viscount Boringdon.

TIDE OF WAR GOES AGAINST THE RUSSIANS

Kuropatkin Sends Home Bad News. Japanese Advancing Upon Passes.

(ASSOCIATED PRESS CABLEGRAMS.)

ST. PETERSBURG, Feb. 27.—General Kuropatkin reports that the enemy has occupied Tsenketchen. Our losses are not yet reported. Twelve officers and three hundred men wounded are in the hospitals at Sanlunyu. The percentage of killed is large. The enemy is approaching the passes occupied by us.

JAPANESE ARE WINNING.

MUKDEN, Feb. 27.—An action is in progress on the Russian left. The Japanese have obtained an advantage at a heavy cost.

ATTACKS ARE REPULSED.

TOKIO, Feb. 27.—Two infantry attacks at Mintonshan have been repulsed.

GERMAN STEAMER CAPTURED.

TOKIO, Feb. 27.—The German steamer Romulus has been seized.

CONDITIONS IN RUSSIA ARE GROWING WORSE

ST. PETERSBURG, Feb. 27.—All the railways have been placed under martial law.

Evidence is increasing that the strikes are of political origin. The domestic situation is worse.

A DISTINGUISHED AUTHOR.

LONDON, Feb. 27.—Sir Wemyss Reid is dead.

Sir Thomas Wemyss Reid was a distinguished author, publisher and editor. He was general manager of Cassell & Co. and editor of the Speaker from its foundation until October, 1899, as well as editor of other journals. He was the author of numerous works of biography and travel, and editor of the Life of W. E. Gladstone. He was knighted in 1894 "for services to letters and politics."

DIPLOMAT PASSES AWAY.

LONDON, Feb. 27.—The British Minister to Lisbon is dead.

In 1904 Sir Martin Le M. Gosselin, K. C. M. G., was British Minister to Portugal.

STOESSEL WELCOMED HOME.

MOSCOW, Feb. 27.—General Stoessel has been welcomed here.

BLOODY ANTI-JEWISH RIOT.

ODESSA, Feb. 27.—An anti-Jewish riot at Theodora has resulted in ten killed and sixty wounded.

MILLION DOLLAR FIRE.

NEW ORLEANS, Feb. 27.—A fire has occurred on the river front, causing a loss of one million dollars.

FATAL COLLIERY EXPLOSION.

WILCOXE, West Virginia, Feb. 27.—An explosion in a coal mine here killed twenty-three men.

ROYAL VISIT TO INDIA.

LONDON, Feb. 27.—The Prince and Princess of Wales will visit India in November.

DISASTROUS GALES.

LONDON, Feb. 27.—Gales prevail along the English coast, with many wrecks.